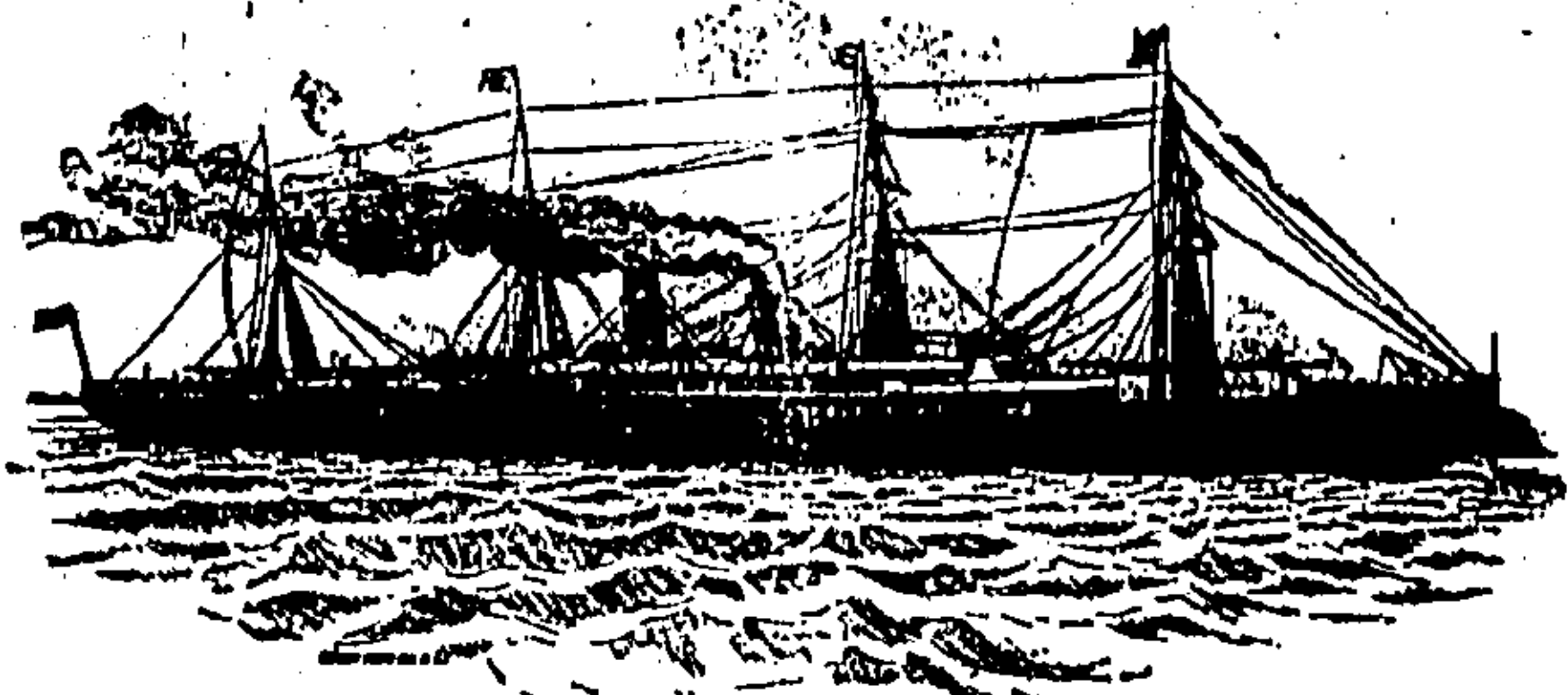


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"MONGOLIA".....	13,639 Gross Tons.....	THURSDAY, 16th June, at Noon.
"AMERICA MARU".....	3,460 ".....	TUESDAY, 21st June, at Noon.
"CHINA".....	5,060 ".....	TUESDAY, 28th June, at Noon.
"DORIC".....	4,784 ".....	SATURDAY, 9th July, at Noon.
"SIBERIA".....	11,284 ".....	THURSDAY, 21st July, at Noon.
"OPTIC".....	4,352 ".....	TUESDAY, 2nd August, at Noon.
"KOREA".....	11,276 ".....	SATURDAY, 13th August, at Noon.
"GAELIC".....	4,205 ".....	TUESDAY, 23rd August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "MONGOLIA" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th June, at Noon, taking freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and other ports in Mexico, Central and South America, by the Companies' and connecting lines.

FEATURES OF THIS LINE.

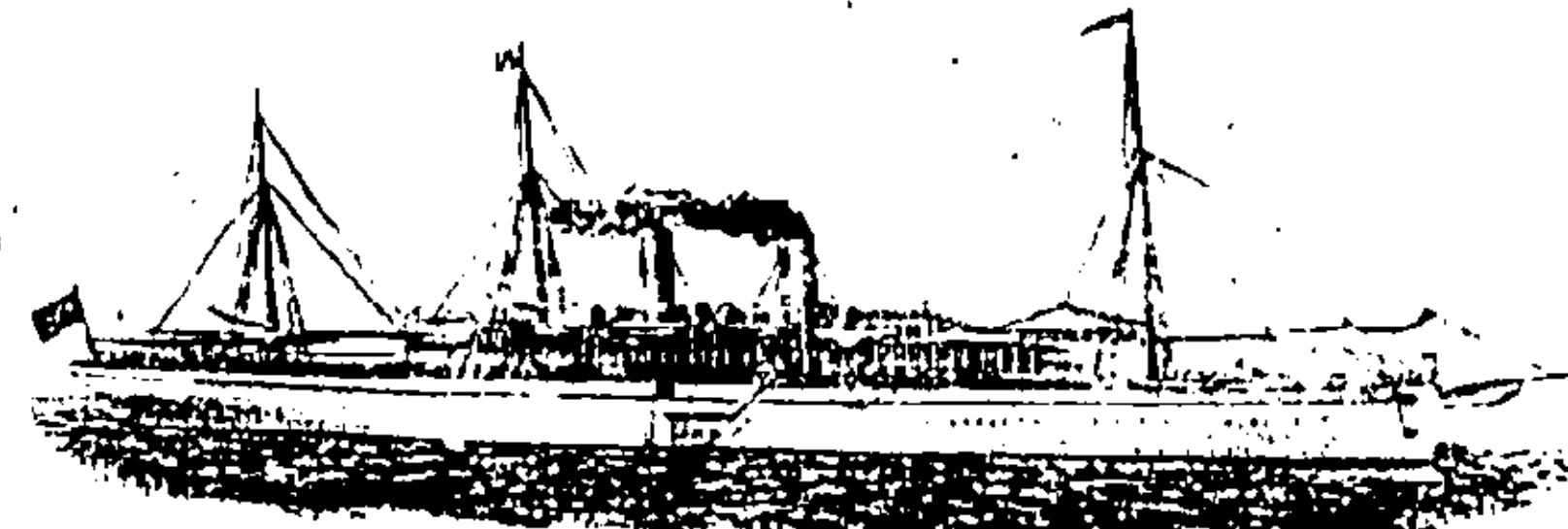
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. The only line to San Francisco, the greatest port of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 14th June, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA".....	6,000 Tons.....	WEDNESDAY, 22nd June.
"EMPERESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 13th July.
"ATHENIAN".....	2,440 ".....	WEDNESDAY, 20th July.
"EMPERESS OF CHINA".....	6,000 ".....	WEDNESDAY, 3rd August.
"TARTAR".....	4,435 ".....	WEDNESDAY, 10th August.
"EMPERESS OF INDIA".....	6,000 ".....	WEDNESDAY, 24th August.

Hongkong to London, 1st Class..... £40. Via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail..... £40.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

Hongkong, 1st June, 1904.

HAMBURG-AMERIKA LINIE.
OBERSTÄDTISCHER FRECHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
SEGROVIA.....	HAVRE, BREMEN and HAMBURG.	15th June.	Freight.
BATAVIA.....	(Calling at S'PORE, PENANG & COLOMBO).	15th June.	Freight.
Dampwolf.....	HAMBURG (DIRECT).	28th June.	Freight.
NURNBERG.....	(Calling at S'PORE, PENANG & COLOMBO).	6th July.	Freight.
Janus.....	HAVRE, BREMEN and HAMBURG.	6th July.	Freight.
C. FERD. LAEISZ.....	(Calling at S'PORE, PENANG & COLOMBO).	20th July.	Freight.
von Hoff.....	HAVRE and HAMBURG.	20th July.	Freight.
BADENIA.....	(Calling at S'PORE, PENANG & COLOMBO).	10th August.	Freight.
Roerden.....	HAVRE and HAMBURG.	10th August.	Freight.
BAMBERG.....	(Calling at S'PORE, PENANG & COLOMBO).	25th August.	Freight.
Miltzoff.....	HAVRE and HAMBURG.	25th August.	Freight.
ANDALUSIA.....	(Calling at S'PORE, PENANG & COLOMBO).	5th Sept.	Freight.
Schmidt.....	HAVRE and HAMBURG.	5th Sept.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 14th June, 1904.

TSU FAN
DENTIST.

PRICE MODERATE.—CONSULTATION FREE.

Next to the Hongkong Dispensary,
50, Queen's Road, Central.

Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM
DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VIGUE ROAD CENTRAL, HONGKONG,
Near the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM".....	2,363 tons.....	Captain R. D. Thomas.
"POWAN".....	2,338 ".....	G. F. Morrison, R.N.R.
"FATSHAN".....	2,260 ".....	W. A. Valentine.
"HANKOW".....	3,073 ".....	B. Branch.
"KINSHAN".....	2,860 ".....	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"..... 1,998 tons..... Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"..... 219 tons..... Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"..... 588 tons..... Captain J. Willox.

"NANNING"..... 569 "..... C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

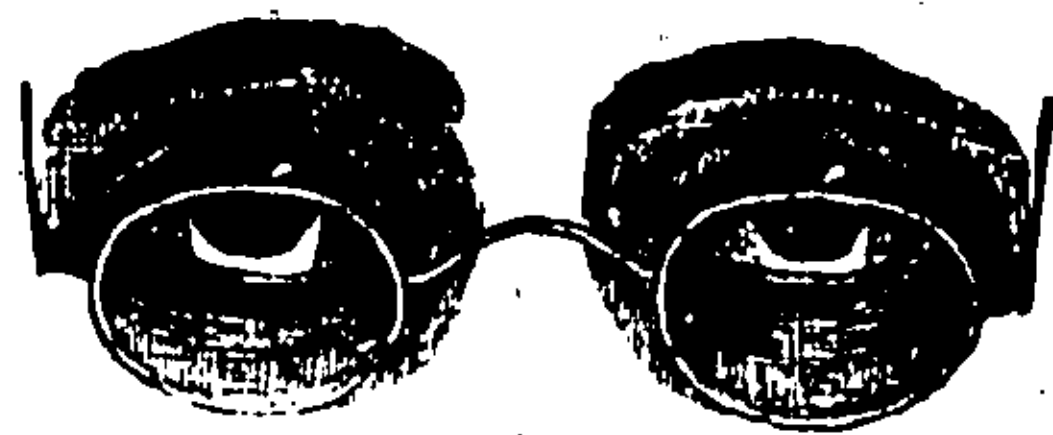
FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40) PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Waterfront Building.

50)

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

MEE CHEUNG,
PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE,
100-Hour Road.

IS now in a position, in his New and Comfortable Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a specialty.

Hongkong, 11th September, 1904.

51)

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1904.

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINGLIFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Water was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367.

Depth, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. DANENBERG, General Managers.

Hongkong, 20th May, 1904.

677)

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

595

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,

AND

GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

3 qt. bots. Bordeaux.

3 " " Beaufortais (Burgundy).

3 " " Vin Rose.

3 " " Pomard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal } Moët & Chandon { \$38 per doz. qt.

White Star } { 42 " " "

Brut Impérial } { 50 " " "

WHISKIES.

We can offer the following famous brands of WHISKIES:—

Buchanan Blend at \$13.50 per case of 1 dozen quarts.

Black and White, at 17.50 " " "

Royal Household, at 20.50 " " "

We request of connoisseurs the favour of a trial of the products we offer, being convinced that they will find them of excellent quality at the same time as they are moderate in price.

Hongkong, 9th June, 1904.

707

Hotels.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

637

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902.

37

For Sale.

FOR SALE.

NO. 1, 2 or 3, STEWART TERRACE,
THE PEAK.

Intimations.

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Offices of the Company in ALEXANDRA BUILDINGS, TO-MORROW, the 15th of June, 1904, at 11 A.M., when the proposed resolution which was passed at an Extraordinary General Meeting of the Company held on the 31st of May, 1904, will be submitted for confirmation as a Special Resolution.

RESOLUTION.

That the Capital of the Company be increased to Nine Hundred Thousand Dollars by the creation of Thirty Thousand New Shares of Ten Dollars each.

By Order,

A. H. MANCELL,
Secretary.

Hongkong, 14th June, 1904. [683]

THE INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

APPLICATION has been made to the GENERAL MANAGERS of this Company to issue to the RUSSO-CHINESE BANK of Hongkong duplicate certificates for Two Hundred Shares in the above Company or other certificates in lieu thereof upon the Statement that the original certificates, viz—

Scrip No. 69 Nos. 17,816/17,830—15 shares in the name of George Hutton Fottis.

Scrip No. 179 Nos. 16,380/16,429—50 shares in the name of Chichick Paul Chater.

Scrip No. 280 Nos. 16,431/16,479—50 shares in the name of Chichick Paul Chater.

Scrip No. 350 Nos. 44,759/44,783—15 shares in the name of George Hutton Fottis.

Scrip No. 873 Nos. 5,451/5,475—50 shares in the name of Solomon Sassoon Benjamin.

200 Shares have been lost or destroyed. Notice is hereby given that if within Thirty days from the First June instant no claim or representation in respect of such original certificates is made to the General Managers they will then proceed to deal with such application for duplicates.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 10th June, 1904. [714]

NOTICE.

WE have authorized Mr. DAVID LANDALE, and Mr. WILLIAM ARTHUR CARROTHERS CRICKSHANK to sign our Firm and to Mr. HERBERT IRVING BELL and to Mr. CHARLES EDWARD ANTON we have given the signature per procuration.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 10th June, 1904. [710]

WANTED.

A SMALL STORE IN CENTRAL OF QUEEN'S ROAD.

Apply to—

"B. C."

Hongkong, 9th June, 1904. [708]

NOTICE.

COKE AND TAR.

THE HONGKONG AND CHINA GAS COMPANY beg to notify the public that Messrs. KUNG KING & Co., 474, Des Voeux Road West, are the SOLE AGENTS for the Sale of the Company's COKE and TAR and that all Orders should be sent to the said Agents direct.

GEORGE CURRY,
Local Secretary.

Hongkong, 8th June, 1904. [707]

ESPECIAL OLD TOM GIN.
Marshall and Elvy's

Satinette

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,
Des Voeux Road.

Hongkong, 11th May, 1904. [608]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs net \$4.75 ex Factory.

In Bags of 250 lbs net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th August, 1903. [10]

FOUND.

A T. St. JOSEPH'S COLLEGE, on the evening of the 15th ult., an OVERCOAT owner can have same on application to—

THE DIRECTOR,
St. Joseph's College,
Robinson Road.

Hongkong, 8th June, 1904.

Intimations.

COMMERCIAL UNION ASSURANCE
COMPANY, LIMITED.

TOTAL FUNDS exceed \$70,000,000.
FIRE, MARINE, TYPHOON, ACCIDENT,
FIDELITY GUARANTEE and PLATE
GLASS POLICIES ISSUED.

W. H. TRENCHARD DAVIS,
Branch Manager and Underwriter.
Hongkong, 11th June, 1904. [716]

NOTICE.

IN conformity with Article III of the General Regulations of the Chinese Pilotage Service, a Board of Appointment will hold a Competitive Examination at the Harbour Master's Office, Canton, at 11 A.M. on TUESDAY, 21st June, 1904, to fill one vacancy for a PILOT in the Canton Pilotage Service.

Only those who have served an Apprenticeship are eligible for appointment.

J. HOWELL MAY,
Harbour Master.Custom House,
Canton, 11th June, 1904.

Approved:
R. DE LUCA,
Acting Commissioner.

718]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS IN THE UNITED STATES AND CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. CO., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S. S. CO. and CHINA MUTUAL S. S. CO.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904. [643]

THE
ROBINSON
PIANO
Co., LTD.,

INVITE INSPECTION OF SOME

SPECIALLY
FINE
SAMPLES
OF

UPRIGHT PIANOS

RACHALS,
STUART,

&c., &c., &c.

—AND—

BABY-GRANDS,
BY
WINKELMANN,
(Established 1837).

They are only 5 FEET LONG, occupying the space of a Cottage, but with the fine appearance and TONE OF A FULL GRAND.

Hongkong, 13th May, 1904. [39]

NO TOILET REQUISITES
ARE COMPLETE
WITHOUT THESE SOAPS.

PLANTOL FLORAL BOUQUET SOAP,
Guaranteed made from Fruits and Flowers, and to contain no animal fat. It is most soothing and refreshing to delicate skins.

STAR LIGHT SOAP,
Pure and economical, agreeable, highly perfumed and a perfect toilet and nursery Soap.

AND ALSO

CEDAR GLYCERINE AND TAR SOAP.

Now on Show—

H. RUTTONJEE,
No. 1, D'Almeida Street.or
36 to 38, Elgin Road, Kowloon.

Hongkong, 8th June, 1904. [72]

HOW TURKISH WOMEN LIVE.

The Berlin correspondent of the London Daily

Telegraph thus writes of the gradual changes that are taking place in the Orient—

The East is but a fleeting show, and the fairy tales of its wonders and delights which thrilled the hearts of our grandfathers are fast fading, like a summer mist. Turkey—nay, Islam itself—is waking up, spicing Western customs, donning Christian garments, and generally marching with the times. The picture we used to conjure up of a Turkish interior, its soul-stealing atmosphere, its exquisite luxury, and the stately enchantment, whose eyes were of unholo blue, toying with a dulcimer or sweetly playing on a lute, have given place to very prosaic notions which are much nearer the reality. To begin with, polygamy is quickly dying out throughout the non-Christian world. In Japan the Crown Prince has given an excellent example in this respect; in Persia the Shah has shown himself favourable to retrenchment all round—even in the sanctum of his harem—and everywhere in Turkey, except at Yildiz Kiosk and the houses of a few pashas, monogamy is winning the battle.

Yildiz Kiosk is undoubtedly still the focus of traditions of the days when Islam was young and wayward. The Sultan's gorgeous palace is a survival of the fairy-tale period of Turkish history. Here awful mysteries, Bluebeard tragedies, and, at times, even superb comedies are still enacted, which would seem wildly improbable if represented on the stage. Life and death are sundered by a whim, a word, a nod. Heavy sacks now and again drop into the Bosphorus a few moments after dark-eyed maidens have disappeared from the harem, sudden and fatal illnesses follow coffee as rapidly as coffee succeeds dinner, and Abdol Hamid plays the part of Fate to the inmates of the palace prisons. The fair partners of the Padishah's joys and sorrows are as numerous as the latter, and are divided into many classes. There are no lawful wives, seeing that for over two centuries Turkish rulers have wholly ceased to marry. The highest four ranks—Cadinās—takes the places of the lawful wives of olden times, enjoy extensive privileges, dwell in luxurious apartments, growing fat and looking young until thirty, or dying of consumption at almost any age. Next come the Ikbals, or favourites—ladies who have gladdened the heart of their Imperial master with a child—then the Odaliks and others, the lowest rung of the ladder being occupied by the coloured slaves, known as Djaris, and treated as helots.

But the ordinary Turk is contented with one spouse and a quiet life. And she is chosen for him by his parents and hers. Although she may surreptitiously get a glimpse of him long before the marriage, from behind the window lattice, he never sees more of her than the irritating veil and the ungainly, sack-like garment that disfigure her body while hiding her charms. Indolence is inborn in the Turk, and it comes to fore in love just as in business. Hence there is no courtship, no flirting, no soul-thrilling glances, no soft pressure of the hands and fervently-uttered lovers' vows. Jealously is the serpent in the paradise of the Turk—it is the besetting sin of the husband, while cunning is the most effective weapon of the wife, and the mysterious disappearance of many a warm-hearted European in Pera and Galipoli is inexplicable only as the outcome of both. A Christian man is not allowed to marry a Mohammedan girl unless he first embraces Islam; but a Mussulman may wed one or more Christian girls if he feel so disposed, and even allow them to remain faithful to their own denomination.

When the wedding festivities, which are solemn and wearisome, have come to an end, the betrothed pair are left face to face. It is a dramatic moment. The bridegroom offers the lady a present for the favour she is about to bestow upon him—the sight of her comely or homely countenance. It is then that something in the nature of a theatrical coup in a comedy of errors takes place. The young husband is often depressed to the depths of despair when he sees the prize the marriage lottery has given him. Later on, of course, he is free to divorce his spouse, with or without good cause, but not without a substantial sum of money. This proviso, which the law very strictly enforces, acts as a wholesome check on divorce. Polygamy, therefore, is a costly luxury nowadays in Turkey, and no more than 6 per cent. of the male population indulge in it. In many cases, when a Turk marries, the parents of his bride insist on his signing a clause in the contract undertaking not to marry a second wife so long as the first is alive or undivorced. And thus the average marriage tends to resemble that of the West more and more. The husband treats his wife as his equal, and although her apartments (the harem) and his (the selamlik) are always separate, he sometimes comes and takes counsel with her, and sometimes coffee and cigarettes.

The women, who are but children of a larger growth, are not educated, accomplished, or skilled in the performance of household duties. All the shopping is done by the willing husband, unless he is wealthy enough to pay a manager, and faithful enough to keep him honest. There are no cupboards in the house, and few of the arrangements without which a European lady could not conceive of family life. All Arabia breathes from the sandalwood talisman of the stately Circassian or soft-legged Georgian, and her stiff rustling silks are perfumed, like sachets. Of late years French, English, and Belgian governments have partially contributed to spread a knowledge of music; to improve the taste of art; and to awaken and foster a sense of womanly dignity, which will end by breaking down the artificial barrier which so often turns the woman's apartment into a gilded cage.

THE ORIGIN OF "FOOLSCAP" PAPER.

The word "Foolscap," as applied to paper, is a well-known term (says a contemporary). It is interesting, however, to search for the origin of such a singular epithet. A careful study of some rare old collection of papers would, no doubt, reveal this origin and bring to light, as well, many other curious facts about paper. The oldest known paper in which a water-mark appears is that of an old account-book in Holland, bearing date 1301; it has a water-mark of a globe surmounted by a cross. Other paper, of a trifle later date, bears a rude representation of a pot or jug. These two marks are, therefore, the most ancient yet discovered.

Paper of the 14th century shows a great variety of symbols in water-marks. Conspicuous among these are—"The Ram's Face," the "Half Lily," the "Bull's Head," the "Collared Dog's Head," the "Human Head," the "Two Casts," and the "Post Horn." Of these the "Bull's Head" was for a long time the most famous. In the main, however, these designs were but rudely executed. The "Anchor," the "Star," and the "Crescents," the "Balances," the "Drawn Bow," the "Shield," the "Crown," and the simple "Spring with Leaves and a Fruit or Flower" are but a few of the many other suggestive marks belonging to the paper of this period. Probably one of the most unique designs is that of a fool's cap and bells; and this curious water-mark is undoubtedly responsible for the word "Foolscap," by which name one of our standard sizes of paper is designated. Likewise our "Post paper," received its name from the water-mark of the "Post Horn." The "Open Hand" is said to be the water-mark in the paper on which the "Golden Legend" was printed.

An early Strasburg Bible although it adopts the common "Bull's Head" on most of its pages, yet distinguishes the two Books of Kings by the more appropriate mark—a "Regal Crown." This leads to the conclusion that in some instances the water-marks have reference to the subject matter of the book, rather than the mere quality or grade of the paper. The frequently found marks "P" and "Y" represent the initials of Phillip of Burgundy and Isabella, his wife, the latter name at the time being usually spelled with a Y. After the "Bull's Head," probably the most famous mark was that of the "Dolphin and Anchor." This has perpetuated the ancient symbol of the City of Venice.

Water-marks are made by a comparatively simple contrivance, consisting merely of ornamental figures. In wire or thin brass, which are sewn upon the wires of the mould. Where these wires lie, the paper is rendered thinner and more translucent, thus leaving this desired impression. The originators of this ingenious invention are unknown, though the Spaniards were the first to introduce it into Europe. The right and wrong side of paper can be easily told by holding the sheet up to the light and reading the water-mark; the correct side is the one which reads the right way. Every manufacturer of to-day has his own special device, and the water-marks produced are often delicately shaded, and of the most artistic forms.

Auctions.

PUBLIC AUCTION

OF
VALUABLE LEASEHOLD PROPERTY,
situate at Victoria, Hongkong,

to be sold on

FRIDAY,

the 17th day of June, 1904, at 3 P.M.,

by

Mr. GEO. P. LAMMERT, Auctioneer,
at his
SALE ROOMS, DUNDRELL STREET,
Victoria.

THE Property is Registered in the Land Office as Inland Lot No. 796 together with the Buildings thereon known as Nos. 212, 214, 216, 218, 220, 222, 224, 226, 218 and 230 THIRD STREET, abutting on the North and West sides thereof on Battery Road and measuring thereon 278 feet 8 inches and 197 feet on the East side thereof on Inland Lot No. 797 and measuring thereon 195 feet, and on the South side thereof on Pokfulam Road and measuring thereon 354 feet containing in the whole an area of 49,000 square feet and is held from the Crown for the residue of the term of 999 years granted by a Crown Lease of the Lot, dated the 17th day of June, 1882. Annual Crown Rent \$324.

For further Particulars and Conditions of Sale, apply to—

EWENS & HARSTON,

Vendor's Solicitors,

or to

Mr. GEO. P. LAMMERT,

Auctioneer.

Hongkong, 4th June, 1904. [683]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY,

the 18th June, 1904, at 2.30 P.M., at their

Sales Rooms, No. 3, Des Voeux Road,

corner of Ice House Street,

A FINE COLLECTION

of

OLD AND RARE POSTAGE STAMPS,

including—

TRIANGULAR CAPE, OLD CEYLON,

MULREDDY COVERS, HAWAII, OLD

HONGKONG (including 96 Cents Yellow

BROWN), WAFKING BESIEGED, NEW

SOUTH WALES, SYDNEY VIEWS,

VARIOUS ERRORS, &c., &c., &c.

Catalogues will be issued.

Terms—As usual.

J. HUGHES & HOUGH,
Auctioneers.

Hongkong, 8th June, 1904. [702]

Intimations.

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world women often have to work and weep at the same time. Their holidays are too few and their work heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs, and other organs; and there is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of

WAMPOLE'S PREPARATION

a true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Hayes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

8

THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines

of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk

Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES

TELEPHONES,

WIRE,

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS—1, ICE HOUSE ROAD.

W. STUART HARRISON,

Manager.

Hongkong, 12th April, 1904. [61]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 15th May, 1904. [152]

To Let.

TO LET.

NO. 1, RIPON TERRACE in FLATS.
No. 4, RIPON TERRACE.

No. 17, WONG NUI CHONG ROAD, facing

Race Course.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAVA EAST.

"ROSENEATH," KOWLOON.

No. 1, CLIFTON GARDENS.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 7th June, 1904. [1699]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [1436]

TO LET.

WILD DELL BUILDINGS, No. 147,
WANGHAI ROAD. Comfortable and
Airy Flats of 2 or 3 Rooms, from \$35 inclusive
of Taxes.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 2nd May, 1904. [149]

TO LET.

IMMEDIATE POSSESSION.
FOR 18 MONTHS.

"LEIGHTON," THE PEAK.
Apply to—

JEBSEN & Co.

Hongkong, 27th April, 1904. [1359]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crews of the following Vessel during her
stay in Hongkong Harbour:

TRONGATE, British barque, A. Hutton, Master.

ANNOUNCEMENTS.



A. WATSON & Co.,
LIMITED.

NOTICE OF REMOVAL.

THE BUSINESS of the HONGKONG DISPENSARY is now being carried on in ALEXANDRA BUILDINGS, DES VCEUX ROAD.

The HOURS of BUSINESS of the HONGKONG DISPENSARY in its new premises are as follows:—

WEEK DAYS... 8.30 A.M. to 6 P.M.

SATURDAY... 8.30 A.M. to 2 P.M.

SUNDAY... 10 A.M. to 1 P.M.

An Assistant will be on duty at all times to dispense prescriptions.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

Hongkong, 31st May, 1904.

TELEPHONE NO. 216.
CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 4TH EDITION

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM

FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC

DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,

MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Salvage Work undertaken.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam and Motor Launches.

Contract for New Tonnage on reasonable terms with First-class Builders.

A large stock of Canadian Asbestos and Asbestos goods kept.

Agents for Messrs. Allen & Sons Electrical Plant and Centrifugal Pumps.

Telegram Address: Telephone:—No. 358.

"MARINEWORK."

Hongkong, 3rd May, 1904.

NOTICE.

All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Only very business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$80 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger.

On completion by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies: Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 14, 1904.

LOCAL AND GENERAL.

It is hinted that fifty cases of contraband goods were recently shipped from Shanghai to Newchwang, packed as champagne.

Mr. Chang, the manager of Taiho & Co. at Dalny, has been captured by bandits, and put upon a junk, where he is held for a ransom of 2,000 roubles.

THE *P. and T. Times* says that high-class illustrated papers at home are publishing views taken in 1903 of operations round Tientsin as pictures of the war in Manchuria.

THE will of Sir Edmund Widdington Byrne, Judge of the Chancery Division, formerly M.P. for the Walthamstow Division of Essex, who died in April, has been proved and the estate is sworn at £17,128.

MR. and Mrs. Archibald Little left Suifu on 13th May for Yunnan and home to England by way of Tongking. Mr. Little has secured some valuable gold-mining concessions in the Kun-chang valley in S. W. Szechuen.

SEIZING the opportunity afforded by the war in the Far East, Messrs. Cope Brothers and Company have just put on the market a new brand of cigarettes, bearing the name of "Japs," in attractive id. packets of appropriate design.

Now that the summer appears to have commenced in earnest it would be as well if some of the shopkeepers, in Queen's Road Central, who are in the habit of placing sun-blinds in front of their premises, see that the screens are properly secured, else one of these days the wind will blow the blinds across the pavement and passengers stand a fair chance of getting a nasty poke in the face.

PONG LUN, a Chinaman, was sentenced to death at Liverpool for the murder of Go Sing, another Chinaman. The men quarrelled during a game of dominoes at a lodging-house frequented by Chinamen, where opium-smoking took place. Evidence was given by Chinamen, who took the oath by smashing a saucer in the witness-box. The sentence was interpreted to the prisoner, who received it with stolid composure. A woman fainted in court, and was carried out.

To photograph the unseen would appear a hard enough task. The Astronomer Royal for Scotland has gone one better—he has photographed the unseen! In his annual report for 1903-4, Dr. Ralph Copeland says:—The Milne seismograph has again been kept in operation throughout the year, and photographic records of 40 unfelt earthquakes have been secured, all of which were of a semi-amplitude of not less than 0.5 mm. The comment of the startled reader on this achievement will probably be "mm."

THE census returns for Cape Colony show that the population of the Cape proper totals 1,485,534 persons, of whom 548,926 are whites. At the census of 1891 the total was 1,039,860, the whites then numbering 366,603. In the native territories the total is 631,239, the white population being 15,770. In 1891 the corresponding figures were 487,364 and 10,379 respectively. In Pondoland and Bechuanaland there are 10,460 whites out of a total of 287,005. The grand total for the whole colony is 2,404,878, as compared with 1,597,224 in 1891.

THE famous Japanese tragedienne, Madame Sada Yacco, is announced, says a home theatrical paper, to re-visit Europe this year, with her husband, Otojro Kawakami, and the entire company of the Tokyo Imperial Theatre. Madame Sada Yacco, it is added, is preparing a surprise for European playgoers, since she will not only appear in Japanese plays. Her repertoire consists of translations from the plays of other countries, notably Ibsen's "The Doll's House" and "An Enemy of the People," which were recently produced, in Japanese, with immense success at Tokyo.

It is of interest to learn, says the *Bangkok Times*, of 1st ult., that the Government has now granted formal permission to Messrs. B. Grimm and Co., the local agents, to have Koh-si-chang and Bangkok connected with the "Telefunken" system of wireless telegraphy by way of experiment. The travelling representative of the "Telefunken" company is expected here in about four weeks. The Government takes every interest in the proposed experiment, and if the two trial stations work satisfactorily, there can be little doubt that the Government will adopt the system for maintaining connection with Koh-si-chang at last. Moreover in view of the difficulties experienced in this country with the telegraph wires, there is no reason to doubt that the wireless system will in time be extended.

THE Straits Settlements Ladies' dinner will take place on the 28th inst. at the Hyde Park Hotel, London. Mr. Wm. Anderson, C.M.G., will preside.

AS to the ultimate effect of Chinese labour on the mining industry there is scarcely room for two opinions, says a well-known London broker, but it is quite possible—indeed, probable—that those who have been counting on an immediate substantial advance in prices and a great increase in market activity, may be disappointed. The recent rise in values has gone a long way towards discounting this long-expected consummation, and there are a good many people anxious for the opportunity to take profits.

NO newspaper correspondents have been permitted to accompany the combined naval squadrons to witness and record their impressions of the important tactical manoeuvres that have taken place with the Mediterranean and Channel fleets, and the cruiser squadron working in combination. In several respects this is a matter for regret. The grouping of the fleets is an event of quite historic importance, but, no doubt, the Admiralty have good and sufficient reason for enjoining secrecy with regard to the actual operations. It is, however, hoped that access may eventually be had to the official report of what really did happen.

IT is a long time since anything really new in the way of precious stones made a bid for popularity in England, but since it became known that his Majesty King Edward looked with great favour on the peridot, the beautiful sage-green gem is beginning to have a distinct vogue. The peridot, which is simply the Arabic name for "precious stone," is not absolutely new to the world. For many years chips of it have been found in Ural Mountain quartz, and in the rocks of South America, but it has been reserved for the Khedive of Egypt to find the stone in anything like a marketable quantity. The Goldsmith Company of Regent Street have acquired the whole output of the mines of the Khedive, and are beginning to exhibit the finely polished gems in a variety of settings. The stone, which is of many various shades of colour, is not prohibitive in price, and goes beautifully with almost anything except sapphires. In settings of diamonds or pearls it is especially effective, and it is likely to be highly prized in the future for its decorative value in the larger kinds of ornaments.

WITH THE BRITISH FLEET

AT SHANGHAI

(From Our Naval Correspondent.)

After a most delightful trip up the river we are back again at Shanghai where the people have been extremely hospitable, the officers as well as the lower deck being entertained in a manner surpassing all other efforts on the China station. The various functions have now concluded, and our thoughts are now turned to the future, all hands speculating as to the next movement of the ships. At present this is somewhat uncertain, although the latest idea is that the fleet goes to Chusan to wait for the fall of Port Arthur, in view of the attitude that may possibly be taken by the British Government in the interests of her ally. This *rendezvous* is certainly very convenient as the port can be left at any state of the tide; whereas departures from Woosung are open only at high water spring or neap tides. In addition the carrying out of exercises at Woosung is a very difficult matter owing to the tremendously strong tide, proof of which was given recently when a man was lost overboard and never seen again. Most probably the unfortunate sailor was swept down by a strong under-current.

Wei-hai-wei, Mrs. Bays and Singapore are the only really suitable places on the China Station for manoeuvres; but, according to rumour, the Admiral is not kindly disposed towards the heat of the southern port so that seems out of the question. Some of the hands think it is quite probable that they may return to Mrs. Bay sometime this month; but those better able to judge are inclined to the belief that by the end of June or early in July we may be at Wei-hai-wei.

THE JAVACHINA-JAPAN LINE.

The first annual meeting of the Java-China-Japan Line was to be held on the 19th ult., but the report issued states that the head agent, Mr. Roosegaarde Bisschop, established himself at Hongkong in August, 1903, and in the various ports touched by the steamers, agents have been appointed, Netherlands firms for preference being chosen. The three steamers of the company, *Tjipanas*, *Tjilatjap*, and *Tjimahi*, were delivered in due time, and after their trip were loaded with a cargo of coals to Java. The regular four-weekly service, in conformity with the contract made with the Government, commenced on Sept. 17, 1903, from Batavia with the steamer *Tjipanas*, and has since been continued without interruption. The voyages are, some changes excepted, as follows:—Batavia, Samarang, Sourabaya, and such other ports on the north coast of Java as are necessary for the loading and discharging of goods; Macassar, Hongkong, Shanghai, Yokohama, Kobe, Moji, Amoy, Hongkong, Singapore, Batavia. Although little can be said as yet about the financial results, only one voyage being completely performed, there is reason to believe that the expectations will not be disappointed. The steamers could always be despatched to China and Japan with a full cargo on the other route, as also of cabin passengers. The war between China and Japan has not interfered with the service as yet, but the prospects are uncertain. The profit and account shown by the line is not yet known, but it is believed to be satisfactory.

A DOUBLE CRIME.

MURDERER COMMITS SUICIDE.

About 9 p.m. yesterday, a crime, of a particularly horrible character, was committed on the premises of No. 56A Peel Street. The victim, a Chinese woman, named A-ho, was employed at the house in question as cook. The murderer, Mak-sung, brother-in-law of the dead woman, who was a widow on the point of contracting another marriage, is supposed to have been enamoured of the deceased, and the motive of the deed was probably jealousy. Yesterday evening Mak-sung called on his sister-in-law, informing the people of the house that he was ill and wanted his parent to give him a message. He wandered into the kitchen where she was working, and a short time afterwards the dead bodies of both the murderer and his victim were found upon the floor of the room. The unfortunate woman was hacked about in a most horrible manner, the main cause of death being a terrible wound in the abdomen. The murderer was lying close by and was quite dead. He had opened the veins of his arm and stabbed himself in the stomach. The weapon used was a pocket knife, that had evidently been specially sharpened for the purpose it had served. The police were at once informed of the occurrence and, after the necessary evidence was taken, the bodies were removed to the mortuary.

PLAGUE IN THE HARBOUR.

CASES FROM TWO SHIPS.

The return, showing the number of cases of plague which have been notified as having occurred during the twenty-four hours ended at noon to-day, show ten further cases, all of which terminated fatally. Two of them were imported, one being the case of a Chinese aboard the s.s. *Glenogle*, which arrived from Rangoon and Singapore on Thursday last with 1,150 native immigrants, and the other also a Chinese case from the Eastern Extension Telegraph Company's steamer *Restorer*, which came in from Saigon on Friday. Other cases were from various districts of the city, and it is strange to find that five of the remaining eight are from District No. 9 where Sir Henry Blake last year carried out his plague experiment.

PRESIDENT ROOSEVELT.

FROM THE RANCH TO WHITE HOUSE.

Colonel Theodore Roosevelt, among his countrymen is regarded as one of the most forceful and picturesque characters in a land of strong men. President Roosevelt, who is now in his forty-sixth year, and is native of New York City, has spent nearly half that time in the prominent service of his country. He is descended from one of the old Dutch families of New York. His ancestors crossed the Atlantic 260 odd years ago, and rapidly made their way in New York. The President's father was a great merchant, famed for his philanthropy and religion.

Theodore Roosevelt was exceedingly delicate as a boy, but he overcame his weakness by ardent devotion to outdoor games. His life at Harvard University was a very active one, for when he was not busy with his books, he was engaged at some physical exercise. He graduated at the University in 1880, and a year later, when he was 21 years of age, he began his public career, which ended in his filling the highest post in the land by becoming a member of the State Legislature, and he soon led the Republican minority there.

The President is a noted writer and historian, and he has devoted many of his moments of leisure to literature, and at this period of his life he wrote his first book, a study of the naval war of 1812, which was published in 1882.

Then came an eventful turn in his picturesque career. Young Roosevelt temporarily withdrew from civilisation, and lived among the rugged cowboys of the West as one of themselves. From being a subject of amusement to the wild and rough lads of the prairie, he became their hero, he gained much favour with them on account of his manly quality and his ability to ride and shoot with the best of them.

But the woods and the prairies did not hold Roosevelt long. He returned to civilisation and politics, and in 1886 he contested the Mayoralty of New York, but was defeated. Three years later he had a chance of distinguishing himself as a reformer as a member of the Civil Service Commission, appointed by President Harrison. In the meantime he had published *Hunting Tales of a Ranchman*, *Life of Governor Morris*, and other works.

In 1895 his greatest chance came, when he was appointed Police Commissioner, considered, in many ways, the most difficult office in the new civic administration, which had overthrown Tammany and elected a reform Mayor. Roosevelt worked day and night pulling up the police and he did an immense service in the cause of social reform.

In 1897 President McKinley called Roosevelt from his police work to the office of Assistant-Secretary to the Navy and in this position he had full scope for putting some of his patriotic theories into practice, which he did with advantage to the American army.

When war with Spain began, Roosevelt threw up his office, and raised the celebrated Rough Riders, his old comrades of the prairies, college boys, and young millionaires flocking to his standard. Roosevelt bravely led his men in the thickest of the fighting, and he particularly distinguished himself at the battle of San Juan.

Lieutenant-Colonel Roosevelt returned to America a national hero, and in 1898 he was elected Governor of New York State. When the next Presidential election came, many of his friends wanted him chosen as Republican candidate for the Presidency. The party managers wished him to be Vice-President, and it was generally thought that he was an understanding that he should be Presidential candidate in 1904. Mr. Roosevelt was not to stand for the Vice-Presidency, and only the utmost pressure of the friends could make him yield. By virtue of that pressure he was chosen Vice-President.

BLOCKADE MINES.

(From Our Naval Correspondent.)

The important part that is being played by mines in the present blockade of Port Arthur makes it a matter of some interest to inquire into the action and system of laying these instruments of destruction. Essentially, a mine is a case containing a large quantity of explosive, fired either electrically from the shore or on contact with the bottom of a ship. The former are generally laid in lines upon certain bearings known to an observer on shore. As a ship passes over this bearing, according to whether she is friendly or otherwise, the observer connects or disconnects his firing battery and places his hand on the key. Should he press it, the whole line of mines is exploded and the destruction of the ship ensured. The second class of mine is what is known as mechanical, and there are various methods of exploding it. That one most in favour with the Russians consists in a brass tube filled with chlorate of potash and powdered sugar. In the centre of this mixture, and running the whole length of the tube, is a long glass phial filled with sulphuric acid. On a ship striking the mine the brass tube is bent and the phial breaking, causes the acid to mix with the potash, with the result that the whole is ignited, and the explosive, inside the mine, fired. One of these mines would present the appearance of a large iron buoy with brass horns or projections sticking out all over it. There is a third class of mine, which is a combination of both methods. It explodes on being struck and yet can be rendered safe from the shore when desired. Needless to say it is connected to the shore by an electric cable and is exploded electrically. The usual fitting is a delicately suspended weight which vibrates on being struck, but is not affected by wave motion. As it vibrates it brings tension on the line on which it is suspended and this releases a catch which falls and makes electrical contact if the firing battery is on. As a rule, however, a much weaker battery is on circuit, and it consequently drops only a shutter to draw the attention of the observer to the fact that it has been struck; he can then use his discretion about switching on the firing battery and exploding it.

The majority of mines are buoyant and are moored to a certain fixed depth with a heavy mooring weight, as greater effect is obtained by an explosion well below the surface of the water. To effect the greatest damage the mine, on exploding, should be actually in contact with the hull at as even a short distance away the effect is considerably modified and might not even be sufficient to put a ship out of action.

The largest mines, however, are what is known as ground mines which rest, as their name implies, on the bottom, and are invariably exploded electrically by observation.

The only answer an attacking fleet can bring against mines is of their own nature. A hurried channel may be opened up by running a line of mines over the enemy's mine field, using a shallow draught vessel or boat for the purpose, and literally exploding a clear channel through them. This is known as counter-mining, and may be carried out during an actual advance.

Where, however, there is no immediate or pressing hurry, and boats can advance under cover of night, or in consequence of the forts having been previously silenced, the method adopted is to tow a grappling iron along the bottom until it catches in one of the enemies' cables, a charge of gun cotton attached to the grapnel is then exploded and the cable thus destroyed.

The mines themselves may be caught with chains towed along beneath the surface, and when caught they can be exploded from a safe distance. It is this latter method which is being so successfully employed by the Japanese, but as may be readily inferred it is an extremely hazardous operation for the vessels engaged, which stand a great chance of being blown up themselves. Ships sailing in the vicinity of mines should rig up a sort of gallows formed of long spars over their bows, the cross piece projecting some feet in front of, and slightly below, the keel and stempost; the spars would need to be very well stayed and the sp. ed. of the ship would have to be modified to prevent carrying away the gear. This arrangement would prevent the mine coming in actual contact with the hull when it exploded, and might be the means of saving the ship, though her fore compartment or collision bows would be badly smashed and in all probability flooded. Such precaution is well worth consideration at any rate.

THE SAINAM TRAGEDY.

OPENING OF THE TRIAL.

(From Our Correspondent.)

Canton, June 14th. The trial of Abdul Khalik, who is accused of murdering Mahomed Jemal, at Sainam, on March 24, was commenced at the British Consular Court, to-day, before Sir Hiram Wilkinson, Chief Justice of Shanghai.

Sir Hiram Wilkinson left Hongkong on Sunday night, by the *Paul Bau*, and arrived here on Monday morning.

The Hon. H. E. Pollock, K.C., acting on behalf of Mr. W. A. C. Platt, acting Crown Advocate, appeared for the prosecution, while Mr. Francis Ellis, of Shanghai, was retained for the defence.

The accused pleaded not guilty to the charge of murder.

In opening his case, Mr. Pollock related the story of the finding of the body of Jemal, and the subsequent arrest of Khalik in Hongkong.

THE Governor of Hunan, through his representative in Shanghai, has purchased a copper cash making machine and also a large quantity of copper for the purpose, from the agent of Y. S. Shui, of Shanghai. The machine, costing about £2,000, is to be sent to the mint at Changsha, and the quantity of copper is to be sent to the mint at Changsha.

AT THE THEATRE.

"LA MASCOITE."

Yesterday evening the Fanny Stanley's Comic Opera and Dramatic Company gave a performance of the charming French operette *La Mascoite*. The audience was not as numerous as the merits of the play deserved, for the representation was most certainly one of the most enjoyable that the company has staged since its arrival here. There is, however, a serious reproach to be made to the management for the ruthless manner in which the *libretto* and plot of one of the brightest and most charming creations of modern French composers was chopped, changed, and curtailed. The vocal troupes of the company proved that it possesses sufficient talent to give a very pleasant rendering of this delightful play and there was, therefore, no excuse for this cruel amputation of some of the best passages in the score, and which would most probably have driven M. Edmond Audran, its composer, to a premature grave had he assisted at the performance. There are music-loving members of our community to whom such liberties are little short of a sacrilege of art. *La Mascoite* was first produced in Paris about twenty years ago, and so great is the charm of its music that it is continually being re-staged in all the capitals of Europe. On its presentation to the London public in the early eighties, when Miss Violet Cameron and Mr. Fred Leslie filled the leading rôles, its success was enormous, notwithstanding the fact that, to assume the scruples of Exeter Hall influences then predominant on the London County Council Board, the gay persiflage of the Parisian text was cruelly massacred by the virtuous restrictions applied to its translation by the Lord Chamberlain.

However, notwithstanding the unfortunate changes that were made last evening the performance was a really enjoyable one to those who are philosophers enough to content themselves with only half an apple.

Bettina, the leading rôle, was adequately filled by Miss Flo. Nightingale, who possesses a sweet and supple voice. Her acting is good and in her duos with *Pippo*, Mr. Frank Peachy, a treat was afforded to the spectators. Both these artists were frequently encored. Mr. Peachy did exceedingly well, though he is somewhat stiff in his *jeux de scène*, but his well trained singing made up for this and compensated for a slight lack of expression, which could be easily corrected.

Miss Fanny Stanley was applauded in the part of the Princess Fiametta, a haughty and amorous dame, but it was evident that the leading lady of the company is more at home in drama than light opera; the first being certainly more suitable to her talent. Mr. Willie Driscoll was a very funny *Rocco*; he sustained his part well, being rewarded by hearty screams of laughter from the audience, and Mr. Nevill made an excellent *Laurent XVII*. Both these actors ably supplied the humorous qualities of the play. Mr. Edwin Phillips was weak as *Prince Fritellini*. The rôle is a somewhat thankless one, but it contains possibilities for an artist possessing a good light tenor voice and a sense of humour, which did not appear to be the case.

The minor parts were well filled, and the staging and costumes were fresh and picturesque. Some surprise was with reason expressed by several spectators that in a play which is supposed to pass somewhere in the 16th century the soldiers should be dressed as crusaders. The orchestra acquitted itself exceedingly well, though why as an opening to *La Mascoite* it should have played the *overture of La Traviata* is an enigma.

The following is the cast of the performance.

Laurent XVII.....	Duke of Plombino.....	Mr. Nevill
Pippo.....	A Shepherd.....	Mr. Frank Peachy
Prince Fritellini.....	Crown Prince of Pisa.....	Mr. Edwin Phillips
Rocco.....	A Farmer.....	Mr. Willie Driscoll
Matteo.....	An Innkeeper.....	Mr. Harry Bore
Parafante.....	A Sergeant.....	Miss Taly
Physician at Court.....	.....	Mr. Leslie Gee
Tito.....	A Bohemian.....	Mr. Berdie Sh
Marcon.....	.....	Mr. Reggie Cl
Giuseppe.....	A Peasant.....	Miss Eber Parer
Fiametta.....	Laurent's Daughter.....	Miss Fanny Stan
Bettina.....	A Country Girl.....	Miss Flo. Nightingale
Angelo.....	.....	Miss Dolly Child
Lola.....	.....	Miss La Froy
Hip o.....	.....	Miss Allan Ge
Carlo.....	.....	Miss Constance
Leon.....	.....	Miss Violet Gre
Paola.....	.....	Miss Mogett
Francesca.....	.....	Miss Edith
Antonia.....	.....	Miss Daisy Lil
Finde.....	.....	Mr. Charles L
Blanca.....	.....	Mr. J. Norma

Villagers—Messrs. Lee, Chard, M. Freeman.

Courtiers—Messrs. Royce, Verde, Tow Castor.

Soldiers—Messrs. Burbage, Stokes, Skinner, Thompson, Palmer, Graves, W. ton.

This evening the company will produce *Mikado*, and it is probable that this English comic opera will draw a full house.

SHIPPING AND MAIL.

MAILS DUE.

Canadian (*Empress of India*) 15th.

English (*Bengal*) 16th inst.

American (*China*) 16th inst.

Indian (*Nansang*) 22nd inst.

German (*Roon*) 22nd inst.

Canadian (*Albatross*) 28th inst.

Indian (*Swatow*) 29th inst.

TELEGRAMS.

(Reuters.)

LONDON, 12th June.
Result of the Grand Prix.

- 1.—Ajax.
- 2.—Turenne.
- 3.—Macdonald.

The "Palma" Trophy.

The discovery that the American winners of the Palma Trophy in 1903 had violated the rules by using a special pattern of rifles, has elicited protests, the result of which is that the executive committee of the American National Rifle Association has decided to return the trophy to England.

"WHEN MANCHURIA HAS BEEN HANDED BACK"

A Peking dispatch states that the Empress Dowager has given her assent to a proposal presented by H.E. Viceroy Chang Chihung to the effect that, when Manchuria has been handed back to China by Japan, the whole of the three provinces comprising Manchuria shall be thrown open to the commerce of the world, without let or hindrance. Further that instead of being governed as heretofore by Tartar Generals and Deputy Military Governors, the three provinces of Fengtien, Kirin, and Heilungching shall have each a Governor, similar to the eighteen provinces of China Proper, with a Viceroy over the three, like the Liang-Kiang, or Shen-Kan (the last named consisting of Shen-si, Kansu, and Chinese Turkestan) Viceroys. In view of this it has been recommended by the Waiwupu that some high official possessing the required rank, and above all having plenty of tact, with some knowledge of international amenities, should be selected beforehand and be ready to take over the task of reorganising the Manchurian province the moment they are handed back to China. We now learn that the progressive Chao Eren, the retiring Governor of Hunan, is to be the new Viceroy, and he is being called up to Peking to arrange the necessary machinery of Government, so as to be ready to start the new order of things when the time arrives.—N. C. D. News.

A NARROW ESCAPE.

AT KASHING.

Mr. C. Pape, of the I. M. Customs' staff at Kashing, had a narrow escape while coming up the Auangpu River on the way from Shanghai on the night of the 3rd May. According to the correspondent of the N. C. D. News, his own houseboat, the *Kashing*, built only about a year ago, comfortable and well equipped for travelling, was being towed by one of the now numerous steam-launches running up in that direction. When the sudden squall came up, which was quite severe even there, the boat careened and shipped a good deal of water. Mr. Pape succeeded in righting her, however, and hoped that she was all right. What with another big wave and a crew already in a panic, she remained righted but a short time and soon "turned turtle." A number of heavy boxes being suddenly thrown against the sides and top, smashed the house, and most of them went to the bottom. Fortunately Mr. Pape succeeded in getting on the boat in front and so himself escaped unhurt. The hull of the boat was uninjured, but she was a wreck otherwise. The loss of goods too was considerable. Most of us, continues the writer, have more than once met with rough weather on this river, when we did not know what minute the old boats would go to pieces. A line of houseboats is not an easy thing to manage in a big wind and the wonder is that more boats do not meet with accidents. The "Captains" on the launches are not noted for carefulness, often going to sleep and running a nose into the bank, especially on the narrow canals. In this instance the representatives of the Company here assure Mr. Pape that it must have been the lack of care on the part of their Captain and that, of course, the Company must settle the damages, but that it must be done through the head office in Shanghai. How much of this is mere Chinese politeness remains to be seen.

THE MAN IN THE CUPBOARD.

DUTCH QUEEN AND THE INGENUOUS PRESSMAN.

Accompanied by a maid of honor, the Queen of Holland, paid a visit to the "People's Kitchen" in Amsterdam, going through all the rooms, and the kitchen, tasting the dishes. "And where do you keep your utensils," she asked of the old cook.

"Here, your Majesty," answered the maid of honor, opening the door of a large cupboard. Simultaneously the cook gave a loud cry of dismay, as a man was discovered crouching in the cupboard.

Naturally the cook was rebuked for allowing her "followers" to enter the kitchen, but she was loud in protesting that she had never met the man before.

The young man cleared matters up by announcing that he was the representative of a large Amsterdam newspaper, and had hidden a cupboard in order that he might get an "exclusive" account of the Queen's visit.

The Queen, says the *Chronicle*, enjoyed the situation, and laughed heartily. On leaving the kitchen she shook the newspaper man by the hand, and said in parting, "Be sure and send me a copy of your report."

A NUMBER of prominent Chekiang Chinese and a German merchant have formed a syndicate and applied to the Peking Government for permission to construct a line of railroad from Pootung to Chapoo. Another concessionaire has applied for right to build a line between Changsha and Chechow via Changlo in Hunan. The Board of Commerce has sanctioned both lines.

THE WAR.

H. I. H. PRINCE FUSHIMI

AT KINCHAU.

Japanese vernacular contemporaries publish a letter from an officer on the Liaotung Peninsula which contains an interesting reference to his Imperial Highness Prince Fushimi. In part the letter says: "The battle on an elevation in the vicinity of Kinchau on May 26th was of a very desperate character. While I was having tiffin with a certain Lieut.-Colonel, and seated by the side of his Imperial Highness, six shells from the enemy exploded over our heads, a great danger of which his Highness took little notice. The Prince took a bottle of beer from a waiter, and after having a glassful himself, offered us the remainder. Presently the Chief of Staff rode up in great haste and requested us to remove the seat of the Prince to a safer place. We looked for such a place, but could see none from where his Highness could give commands to the army without greatly exposing himself. We were much perplexed. His Highness said any place would do, but should any mishap befall him, it would seriously affect the spirit of the Army. We searched for a suitable site with increased assiduity, and at last succeeded in finding a point beyond the range of the enemy's fire which at the same time commanded the whole field, and there the Prince removed his seat. During successive days' hard winds and sandstorms made it very uncomfortable for his Highness, whose face would be covered with dust. Such was the state in daytime, but the conditions at night were much worse. The Prince had to sleep in a very low, dirty Chinese house, where his Highness was exposed to the severe attacks of vermin. On the night of the day of battle, the luggage could not be used owing to the danger of the situation, and his Highness had to sleep on straw without any other cover than an overcoat. The privations and hardships endured by military men on the field cannot be imagined by those who have not experienced them. As a personage of no less dignity than a Prince of the Imperial Family is content under such privation, the officers and men under the command of his Highness are greatly encouraged.

There are nineteen batteries outside Liaoyang fort. Of these, two on the east, one on the north-east, four on the west, two on the north-west and two on the south are completed. Mines are laid around the batteries about five thousand feet from them. Numbers of mounted bandits have been seen south of Tili. They made a sortie against the Chinese soldiers who were sent to attack them on the 26th inst. and killed an officer and fifteen men.

Among the wounded from the battle of the Yalu who arrived here to-day was Father Stephen Tehebackofsky, the priest who led the charge of the Eleventh Regiment at the battle of Chulien-cheng. Father Stephen said:—On the morning of the 1st of May I arose at 3 o'clock, knowing that there would be a terrible battle, and was determined to do my duty and to show an example by my death. At 4 o'clock I prayed, then laid down my Bible and stood with the company. As the company moved forward to the charge I blessed the soldiers and went in front of the flag with my cross in my hand, standing by the side of my assistant, Joseph Perch. Bullets were flying all around us. I never felt my first wound. The second bullet struck my shoulder and I fell, losing consciousness. When I opened my eyes I found my assistant bending over me with a smile on his face. Seeing that I was alive he clutched my hand and then took me off the field of battle."

THE CONDITION OF NEWCHWANG.

THE "ESPIONAGE" WANTED.

Newchwang, 28th May. Newchwang just now is in the peculiar position of being a compulsory pilotage port minus pilots. Yesterday, six or seven steamers left, utilising the services of all available pilots; the pilot launch which went to bring them back had the misfortune to run upon a sandbank outside the bar, and the pilot cutter which went to render assistance, ran aground and capsized, leaving the pilots stranded on their respective ships without the wherewithal to regain port; a predicament which necessitated their compulsory passage to Chefoo, where they are all due to arrive to-day. Several steamers are now waiting outside the bar to come in, and one or two others are waiting inside to go out, but will have to continue waiting until the pilots return from their trip to Chefoo. I fortunately noticed were 1st and neither of the pilot boats appear to have sustained much damage from their mishap.

So far as Newchwang is concerned there is little to indicate the "pomp and circumstance of war," quite the reverse; in fact were it not for the presence of the few Russian troops stationed here, with their eternal fixed bayonets, which have the appearance of being hard and fat and permanently attached to the rifle muzzles, it would be difficult to realise that we are "within the zone of warfare."

It is true that occasionally cheap thrills may be got from Hunghutze alarms, but the sensation is mild to those on the spot. It is stated that a couple of brigand chiefs, desperate fellows with Rob-Roy Macgregor reputations, named Feng Ling Ko and Da Li San, respectively pro and anti-foreigners, are in town and that eight thousand of their merry men are quartered in the native city, armed with German rifles, the weapons being hidden away in temples, and other places of concealment, until such time as the brigands can use them with impunity against offensive citizens. The city may be full of robbers, but during the past few days I have taken the opportunity of rambling through its various ramifications in the hope of locating Hunghutze, but so far have not succeeded in encountering a solitary Celestial whose characteristic look of blood-thirstiness would justify the presumption that he was a bandit in disguise. Of course it is possible that the city swarms with brigands, and if it

does, why then the brigands must be remarkably peaceful people when in mufti, and shamefully belie their ill-merited reputation. Any one, with a head unstuffed with yarns, walking through the native city, would imagine it to be as safe and as well ordered as Shanghai itself. Facing my window across the road, the body of a mendicant lies in a muddy ditch exposed to view, died in the night probably from starvation, poor wretch; it would be interesting to learn whether he has not already converted into a Hunghutze massacre, and as such, wired off to the London paper, big headlines have been founded on less cause.

On the other hand a good many riffraff refugees have drifted down from the north, and it is possible that in the interval between the evacuation of the Russians and the occupation of the Japanese, Celestials without visible means of subsistence might utilise their opportunity by "purchasing" portable property sans payment. Were such a crisis to arise the situation would be bad for foreigners and worse for well-to-do Chinese. Sometime ago a scheme was mooted for the formation of a town guard composed of foreigners, but the idea was tabooed and dropped. It is doubtful whether there are more than sixty or seventy foreigners here capable of bearing arms, and the paucity of numbers would prevent them from effectively maintaining order. In view of possible contingencies, H.M.S. *Espergle* is now waiting at Chinwangtao ready to come to Newchwang as soon as it is intimated that the Russians have evacuated the place. It will take her 22 hours to arrive here from Chinwangtao and in 22 hours much may be done by those on plunder bent. Foreigners here fear delay, and would feel much safer were the *Espergle* riding at anchor outside the bar instead of being away at Chinwangtao.

Turning to that much discussed, and maligned individual, the Russian infantryman, a glance at him through neutral tinted spectacles, may not be without interest. A great deal has been written about his dirtiness, his half-heartedness, and his general don't-want-to-fight, "coward" appearance, the total of which may be summed up in the one word—humbug.

Viewed dispassionately, the average Russian Tommy looks like what he probably is, a stalwart, good-natured fellow, not very clean, and not very smart, but withal a man who could give and take a good deal of punishment, and take it without crying "Hold, enough!" He may be a little slow, but he has the merit of being sure. And history amply testifies that he is a stubborn fighter, possessed of that admirable quality of not knowing when he is beaten. Far from being "coward," as a good many papers have been led to believe, the Russian troops stationed here appear quite unaffected by the reverses which have befallen their comrades. A number of troops are quartered close to the foreign residences, in an old Chinese building which has been enlarged by the erection of outhouses built of corrugated iron, and here, when off duty, the men may be heard lustily singing soldier songs. When I first heard them I thought they were celebrating the news of some victory, but was informed that "they were at it like that every day."

It has also been alleged that the Russians ill-treat the natives and seize the goods without payment. So far as Newchwang is concerned the statement is certainly not true. John Chinaman has a keen perception of his rights, and his general business attitude towards the Russian Tommy is cash before delivery. Any morning the two may be seen at the market stalls haggling over the difference of a few cash, but in no instance have I seen a soldier take goods without paying for them. That the Chinese are perfectly well aware that the Russian troops are under strict discipline, is illustrated by a little incident which occurred the other day. A soldier and a huckster were quarrelling over a deal in fruit, apparently they could not come to terms, and the soldier, losing his temper, struck the peddler, whereupon the Celestial whipped off a shoe and threw it at the former's head. I thought that the subsequent proceedings would be bad for the Chinaman, but no, the disappointed buyer walked away, and the seller, after expectorating his disgust, replaced his shoe and resumed business, the affair seemingly being a part of the day's work.

On Russian saint days high days and holidays, the town has quite a gay and festive appearance—if such a thing were possible in Newchwang—owing to the number of Russian flags displayed to mark the occasion. These gallant displays, however, do not indicate an excess of Russian popularity, the flags being merely hoisted up to order. When the Russians take their departure the probability is that a few bales of Russian bunting may be picked up for a mere song. Flags of any sort are sadly out of place in Newchwang, and only serve to accentuate the air of wretchedness which predominates the whole district. In a word the town and rural characteristics of Newchwang may be fittingly described as mud; built on a mudflat, with roads of mud houses and walls composed of dry mud, the place has not a redeeming artistic feature. Beyond the town stretch swampy looking plains without a single tree to relieve the monotony of their bleak expanse. When there is no mud, the place is full of penetrating dust, which is a great deal worse than mud.

THE RUSSIAN FORCES IN MANCHURIA.

According to latest advices from Manchuria, emanating from reliable sources, it is stated that the Russian forces there consist as follows:—The First Army is stationed at Harbin and Vladivostok and at points between the two places. Besides this there are also two complete Divisions encamped near the Eastern frontier of Fengtien, all of which are under the command of General Stakelberg. The Second Army is stationed near Mukden. This corps is composed of the Fifth and Sixth Divisions and was under the command of General Sassoilitch. The Third Army, consisting of the Third, Fourth and Ninth Divisions, hold Liaoyang and vicinity. The Fourth Division noted above is commanded by General Mischenko. The Fourth Army has hitherto been encamped

at Harbin and is composed of two Divisions of Siberian Infantry, one brigade of Cossacks, one Division of Siberian Cossacks, and one brigade of Cossacks from the Caucasus. The above Army is commanded by General Lanckenempe. To each of the Four Armies noted above is attached a detachment of ninety-one men in charge of machine guns, under five officers.

COSSACK ATROCITIES.

A recent letter from an officer with General Kuroki states that the body of a Japanese soldier belonging to the Imperial Bodyguard was discovered buried. His ears were cut off and the mouth was filled with sand, there being other marks which showed that he had been very cruelly mutilated by the Russians. All the Japanese who witnessed the horrible sight became enraged. It is probable that some of the Cossack raiders were responsible for this crime, for reliable accounts of the campaigns in 1812-1814 and the Russo-Turkish war contain descriptions of similar incidents, in which these semi-barbarous troops wreaked cruel vengeance on captured enemies.

READY TO DIVE FOR SUBMARINE MINES.

The *Sinuhap* learns from the north that a large number of Chinese fishermen, who are also great divers, hearing that Talienwan Bay is covered with submarine mines laid by the Russians, petitioned their own headmen the other day for permission to offer themselves to the Japanese at Dalny for the work of clearing the bay and port of Dalny of these mines. It being, however, feared by the headmen that this might be taken by the Russians as a breach of Chinese neutrality, the permission asked for was refused the fishermen. It is estimated by the Chinese at Talienwan that there are over one thousand Russian submarine mines in the bay and port of Dalny.

CANNIBALS NEAR FORMOSA.

A TALE OF THE "BENJAMIN SEWALL."

Capt. Hoelstad, an experienced Norwegian seaman, has just reached Christiania, after some terrible experiences in the Pacific. He commanded an American ship, the *Benjamin Sewall*, and in October last the vessel was wrecked.

The crew of 23 men and the officers in two boats were drifting about for several days without food or water, and finally in a storm at night the two boats lost touch with each other.

After heroic struggles and much privations, the captain's boat made land, and he at once sent out a vessel in search of the missing men. The rescuers reached a small island called Botol-Tabago in the China Sea, S.E. of Formosa, inhabited by naked savages, who declared that all the crew were dead.

The island, however, was fortunately explored, and the party hearing a call for help, found a Russian sailor named Reinwald, one of the missing men. He was carefully hidden under a mass of leaves in a ditch, and when he was taken out it was found that he was covered with wounds, in which had been placed thousands of tiny white ants, with the view of torturing him to death. He was almost insane after the sufferings he had undergone.

DRIVEN INSANE.

Later on a second sailor, named Salis, was found. He had been bound and left on a rock exposed to the broiling sun for seven days without food or drink. He still lived, but was hopelessly insane.

Reinwald, after he had recovered, told the rescue party that when the boat first reached the island it was attacked by a hundred naked savages armed with long spears. The exhausted sailors defended themselves as well as they could, but most of them were killed.

Only the two men who were found appeared to have survived, the remainder being, so far as Reinwald could gather, eaten by their captors. With the sailors when they reached the island was the Japanese wife of one of them. No trace of her could be found, and her fate remains unknown.—E.

GREAT SEA POWERS.

HOW BRITAIN COMPARES WITH RIVAL NATIONS.

A return of the numerical strength of the fleets of the chief naval Powers issued recently as a parliamentary paper enables the following interesting comparison to be made of the fighting power of the Anglo-Japanese and Franco-Russian alliances—

	Great Britain and Japan.	France and Russia.
Battleships, 1st class	55	36
Battleships, 2nd class	5	13
Battleships, 3rd class	2	3
Coast Defence Vessels, Armed	3	28
Cruisers, Armoured	36	23
Cruisers, Protected, 1st class	21	12
Cruisers, Protected, 2nd class	61	19
Cruisers, Protected, 3rd class	40	19
Cruisers, Unprotected	17	4
Torpedo Vessels	33	25
Torpedo-boat Destroyers	143	71
Torpedo-boats	169	400
Submarines	8	27

The figures for France and Russia do not allow for Russian losses in the Far East, which when this table was prepared, were four battleships, four cruisers, and four destroyers.

Arranged by types of warships the following are the comparative figures for the greater nations—

	Britain	France	Germany	Italy	U.S.A.	Japan
Battleships	55	36	102	124	87	5
Cruisers	30	15	40	24	23	3
Destroyers	21	8	10	47	167	86
Torpedo-boats	30	4	22	37	86	138
Submarines	16	5	18	11	138	20
Torpedo-boats	12	2	20	20	31	82

The figures given for submarines—namely, Britain 16, France 26, Russia, Germany, and Italy 18, United States 8, and Japan none—must be given with later information, and there is given in the above abstract.

THE SEOUL-FUSAN RAILWAY.

Interviewed by a Japanese correspondent, Mr. Morgan, U.S. Consul-designate for Dalny, who recently went up to Seoul by rail from Fusan, says that he, being the first foreigner who has ever inspected the line, was enthusiastically received everywhere by the Japanese engaged in the construction, and was able to make a minute inspection. All the work he witnessed was satisfactorily in progress, and he reported the results of his inspection to the home government. From Taikoo the Consul took his course to Seoul following the telegraph line, and, under the cordial protection of the Japanese gendarmie, the American visitor enjoyed a pleasant journey. The fields on the way were comparatively well-cultivated, all showing the fertility of the land. The population is poor there and accordingly the districts are suitable for Japanese immigration. Regarding the situation, Mr. Morgan states though he desires to proceed to his post as soon as possible, his departure will not take place unless Liaotung is restored to peace.—N. C. D. News.

COMMERCIAL.

SHARE LIST.

Following are further alterations in Messrs. Benjamin, Kelly & Potts' share quotations notified to us after the list had been printed:—
Indo-China ... 116
China and Manila ... 35 1/2
Famham ... 15 1/2

SHANGHAI FREIGHT.

Writing from Shanghai on 9th inst., Messrs. Wheelock & Co. state:—
Our homeward freight market has improved considerably since last writing and tea has been going forward by the mails and regular liners in large quantities although there is not much offering for "outsiders" nor have any shipments worth mentioning been made from here to New York via Suez as yet.

Coastwise:—Rates are still very weak all round and although there has been some slight demand for tonnage to load at Newchwang this has now fallen off again owing to reports just to hand that hostilities are expected to break out at that port at any moment.

For London and the Continent:—The s.s. *Bennet* and *Trenk* both leave to-day; the former to Marseilles, London and Antwerp, and the latter for Genoa, Marseilles and Liverpool direct; to be followed by the s.s. *Agamemnon* for London and Antwerp on the 16th inst.

For Havre, Bremen and Hamburg:—The *Segovia* sails to-day.

For New York via Suez:—We have again two boats loading together on this berth, viz. the *Indrapura* and *Jeeric*, but as there is no tea offering from here yet we are afraid they will receive but scant support: they will be followed by the s.s. *Richmond Castle* due here on the 13th inst. and s.s. *Schuykill* about the 20th inst.

ROOM IN INDOS AND FARNHAMS.

Writing in the *Shanghai Times*, on the 6th inst., "Argus" says:—

Since my last writing the Hebraic Indo boom has continued merrily and in conjunction with their conferees in Hongkong the price has been jumped up to 80 Taels per share from the 8 Taels ruling a fortnight ago. A new job is also being machinated by the same folk in the Dock market. Suspecting a Gentle operator of being very short in his stock, the Israelite has set up a rig against him and have faked the Dock market up to 155 cash. A jump of five and a half Taels within the last week. Seeing that there are no buyers except a few foolish "victims" and no great demand for the stock the advance is unwarranted and it is to be hoped that the jobbers may be "hoist with their own petard." Of the truthfulness of the Indo quotation it may be remarked that during the week the quotation makers have been offered shares at as much as two points under quotation and have declined purchase, a little later notifying operations of the superior rates. It will be a good thing for Shanghai when the Stock and Share Brokers' Association makes a distinction between the broker and the jobber, as is done elsewhere, as this will eliminate, from the ranks of the brokers proper, a very undesirable element which at present operates with an advantage of one per cent over the general public and manipulates "rigs" in order to create "business." Investors are warned! Langkats have not moved to any great extent and with the exception of Sugars which, with a prospective good year, have jumped to 160 and Pulps which continue to improve, the same may be said of all the ordinary stocks dealt in lately. Ices have improved slightly, with the warm weather in prospect, and Lane Crawford's, a "close corporation" stock, have done a large upward move and it is to be presumed that a "fat" dividend is in prospect. China Telegraphs have fallen to 114 but the vagaries of this stock are beyond the ken of the ordinary individual.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 1/0 1/2
Do demand 1/9 1/2
Do 4 months' sight 1/10
France—Bank T.T. 2.28
America—Bank T.T. 4.44
Germany—Bank T.T. 1.85
India T.T. 135
Do demand 130
Shanghai—Bank T.T. 79 1/2
Japan—Bank T.T. 81
Singapore—Bank T.T. Nominal
Java—Bank T.T. 108 1/2

Buying.
4 months' sight L/C 1/10 1/2
6 months' sight L/C 1/10 1/2
30 days' sight San Francisco & New York 44
4 months' sight do 45 1/2
30 days' sight Sydney and Melbourne 1/10 1/2
4 months' sight France 2.32
6 months' sight do 2.33
4 months' sight Germany 1.89
Bar Silver 25 1/2
Bank of England rate 25 1/2

OPIMUM QUOTATIONS.	
To-day's quotations are as follows:—	
	Per chest
Malwa New	940/990
" Old	1,020/1,080
" Older	1,130/1,180
" Oldest	1,200/1,350
Patna New	1,150
" Old	1,220
Benares New	1,130
" Old	1,170
Peccan (Paper)	900/930

CO-OP'S Advertisements.

THEATRE ROYAL.
Under the Direction of Miss FANNY STANLEY.
FOR A FEW NIGHTS ONLY.
FANNY STANLEY'S
COMIC OPERA & DRAMATIC COMPANY,
25 ARTISTS. 25 ARTISTS.
IMMENSE SUCCESS.

TO-NIGHT (TUESDAY), June 14th,
Comic Opera,
"MILK AND OIL"

in its entirety.
TO-MORROW (WEDNESDAY), June 15th,
Comic Opera,

"THE NAUTCH GIRL."

THURSDAY, June 16th,
L'langue's Grand Comic Opera, in 3 Acts,
"LES OUCHES DE CORNEVILLE,"

Miss FANNY STANLEY as Serpette,
Mr. Willie Driscoll as The Miser,
FRIDAY, June 17th,

Dion Boucault's beautiful Irish Drama,
"THE COLLEEN BAWN."

Introducing Irish Comic Songs and Ballads.
SATURDAY, June 18th,

"GRAND CORNEVILLE."

Part I—Offenbach's Comic One-Act Opera,
"THE ROSE OF AUVERGNE."

Part II—Grand Musical, "OHO," introducing
all the latest Songs, Dances, and Cake Walk.

Part III—The laughable One-Act Comedy,
"THE TROUBLES OF A JUDGE."

All New Scenery and Costumes.
Prices ... 3, 2 and 1 Dollars.

PIANO NOW OPEN AT
ROBINSON PIANO COMPANY.
Doors Open 8.30. Overture 9 P.M.

Late Trains will run after each performance,
also Launch for Kowloon.

Representative, T. EMPSON.
Hongkong, 14th June, 1904. [719]

TENDERS are invited for the SUPPLY of
MASON'S, PLUMBERS and SCRAPERS
to the NAVAL YARD.

For Particulars and Forms for tendering,
apply to—

THE CHIEF CONSTRUCTORS
OFFICE,
NAVAL YARD.

Hongkong, 14th June, 1904. [721]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of
the 16th inst. will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 13th June, 1904. [722]

Intimation.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.

By Appointment to
H.M. THE KING

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KEEMUN"	On 25th June.
GLASGOW and LIVERPOOL	"MOYUNE"	On 21st July.
GLASGOW and LIVERPOOL	"OANFA"	On 14th July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & L'POOL	"TEENKAI"	On 15th June.
LONDON & ANTWERP	"AGAMEMNON"	On 21st June.
LONDON & ANTWERP	"YANGTSE"	On 15th July.
LONDON & ANTWERP	"KINTUCK"	On 19th July.
GENOA, MARSEILLES & L'POOL	"KEEMUN"	On 25th July.
LONDON & ANTWERP	"MOYUNE"	On 2nd August.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 17th July.

S.S. "HYSON" left Victoria, B.C., for Japan and Hongkong on 10th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th June, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAORING"	15th June.
MANILA	"TAMING"	15th "
KOBE	"CHINGTU"	16th " at Noon.
SWATOW, CHEFOO and TIENTSIN	"KANBU"	17th "
PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	17th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th June, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 18th June, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 25th June, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 11th June, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NICOMEDIA"	4,370	Wagner	July 14th, 1904.
"ARABIA"	4,483	Bahle	August 14th, "
"NUMANTIA"	4,370	"	September 14th, "
"ARAGONIA"	5,198	Schuldt	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 3 P.M. and Sundays about 7.30 P.M.

FARE—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$3; Return Ticket, \$5. Return Ticket including 1st and 3rd Class, \$10. On Sundays, Board at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WEATHER—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY (it takes only 4 hours to reach Macao).

MING ON & CO.,
1st Floor, No. 16, Victoria Street,
Hongkong, 9th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Capt. Wm. Robison, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.

2nd ".....1.50 "

Meals.....1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 116, Wing Lok Street.WENDT & CO.,
Canton Agents.

Hongkong, 16th April, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangou, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Melin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European.....\$8.00

Second Class European.....3.00

First Class Chinese.....1.50

Second Class Chinese......80

Deck......30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central,
Hongkong, 9th June, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,300.....J. P. MARTIN.

"KWONG TUNG".....1,238.....H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4

Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA

THE Company's Steamship

"LAISANG,"

Captain Tadd, will be despatched as above, TO-MORROW, the 15th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 14th June, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above, TO-MORROW, the 15th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 14th June, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA,"

Captain Seller, will be despatched for the above Ports, on or about FRIDAY, the 17th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 13th June, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.

"RICHMOND CASTLE".....24th June.

"ST. FILLANS".....30th "

"LOWTHER CASTLE".....31st July.

For Freight and further information, apply to

DOUGLAS & Co., LIMITED.

Hongkong, 9th June, 1904.

HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H. M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street.
Blake Pier.
Post Office.
Harbour Office.
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS AND STORM-WARNINGS.

WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER.

Register is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegram to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FIDCO.

Acting Director.

HONGKONG AVERAGE MARKET PRICES.

Corrected 1st June, 1904, per 5 Mts.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa. 18

" Corned—Ham Ngau Yuk. 18

" Roast—Shiu. 18

" Breast—Ngau Lam. 13

" Soup, Tong Yuk. 14

" Steak—Ngau Yuk Pa. 18

" Serjoin—Ngau Lau. 26

" Sausages—Ngau Yuk Chuan. 26

Bullock's Brains—Know. per set. 9

" Tongue fresh—Ngau Li. each. 45

" Corned—Ham Ngau Li. 55

" Head—Ngau Tai. 55

" Heart—Ngau Sum. 9

" Hump, Salt—Ngau Kin. 14

" Feet—Ngau Kerk. each. 8

" Kidneys—Ngau Yiu. 8

" Tail—Ngau Mei. 16

" Liver—Ngau Gon. 16

" Tripe (undressed)—Ngau To. 5

Calves' Head and Feet—Ngau-chai. 75

Mutton Chop—Yeung Pui Kw. 24

" Leg—Yeung Pui. 24

" Shoulder—Yeung Shau. 20

Pigs' Chitlings—Chi cheong. 16

" Brains—Chi Kow. per set. 2

" Feet—Chi Kerk. 12

" Fry—Chi Chak. 12

" Head—Chi Tai. 15

" Heart—Chi Sum. 8

" Kidneys—Chi Yiu. 7

" Liver—Chi Kon. 24

Pork Chop—Chi Pui Kwat. 23

" Corned—Ham Chu Yuk. 24

" Leg—Chu Pui. 24

" Fat or Lard—Chu Yau. 18

Sheep's Head and Feet—Yeung Tau. 50

" Keok. 50

" Heart—Yeung Sum. each. 6

" Kidneys—Yeung Yiu. 10

" Liver—Yeung Gon. 22

Sucking Pigs, To Order—Chu Chai. 16

Suet, Beef—Sang Ngau Yau. 17

" Mutton—Sang Yeung Yau. 22

Veal—Ngau Chai Yuk. 18

" Sausages—Ngau Chai Yuk Tong. 15

POULTRY.

Chicken—Kai Chai. 30

Capon, Large, Small—Sin Kai. 30

Ducks—Ap. 21

Doves—Pan Kau. each. 2

Eggs, Hen—Kai Tai. per doz. 20

Fowls, Canton—Kai. 33

" Hainan—Hoi Nam Kai. 28

Geese—Ngi. 20

Geese, Wild Shanghai—Sheung Hoi Yo. pair. 1

" Ngo. pair. 1

Musk Deer—Wong Keng. each. 1

Hare—Tu Chai. 1

Partridge—Chu Khoo. 1

Pheasant—Shan Kai. pair. 1

Pigeons, Canton—Pak Kup. each. 38

" Hoihow—Hoihow Pak Kup. 23

Quail—Um-Chun. 25

Rice Birds—Wo Fa Cheuk. dozen. 1

Snipe—Sa Chui. each. 70

Turkeys, Cock—Fo Kai Kung. 55

" Hen. Na. 55

Wild Ducks, Shanghai, Sui-ap. pair. 1

Teal, Shanghai, Sui Ap Chai. each. 1

Wild Ducks Canton—Sang Shing Sui. 1

Apea. per pair. 1

FISH.

Barbel—Ka Yu. 13

Bream—Bin Yu. 14

Canton Fresh Water Fish—Hoi Sin Yu. 14

Carp—Li Yu. 13

Catfish—Chik Yu. 13

Codfish—Mun Yu. 8

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL."

Captain C. M. Montford, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, &c., on SATURDAY, the 18th
June, at Noon, taking Passengers and Cargo
for the above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Egypt*
due in London on the 1st August.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 9th June, 1904.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Tremont</i>	9,606	T. W. Garlick.	June 28
<i>Lyra</i>	4,417	G. V. Williams.	Aug. 4
<i>Shawmut</i>	9,606	W. M. Smith.	Sept. 1
<i>Tremont</i>	9,606	T. W. Garlick.	Oct. 1
<i>Shawmut</i>	9,606	W. M. Smith.	Nov. 1

1 Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

<i>Tremont</i>	9,606	T. W. Garlick.	Ab. June 15
<i>Shawmut</i>	9,606	W. M. Smith.	Ab. Aug. 12

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 10th June, 1904.

Intimations.

SAVARESS'S
SANDAL
CAPSULES

Efficient because absolutely pure
Santal Oil. Not made of getting
the directions. All Chemists.

Insist on SAVARESS'S

AN APPEAL.

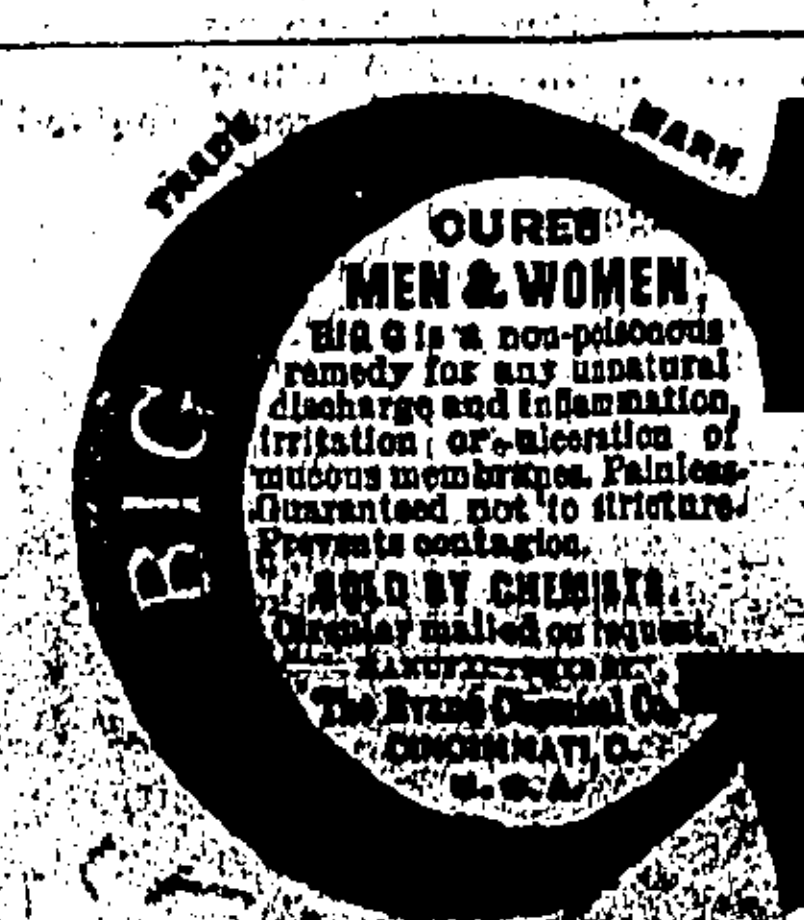
THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing Can-
dren's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1904.



Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Goods not cleared by the 19th instant at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
dows for examination by the Consignee's and
the Company's representative at an appointed
hour.

All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No claims will be admitted after the goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 13th June, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SARDINIA."

FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M. TO-DAY.

Goods not cleared by the 16th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the Go-
dows for examination by the Consignee's and
the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 10th June, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"MONGOLIA."

are hereby notified that their Goods are
at their risk being discharged into Lighters and/or
landed into our Godowns Nos. 1 and 2, and
Kennedy Town, (Marine Lot 233), and delivery
may be had either from Lighters or from our
Godowns upon countersignature of Bills of
Lading.

Goods remaining unclaimed after the 17th
instant will be subject to rent.

All Claims must be sent in to me on or
before the 20th instant or they will not be
recognised.

No Fire Insurance has been effected.

E. W. TILDEN,

Agent.

Hongkong, 11th June, 1904.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"AMERICA MARU"

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.

Cargo impeding discharge and undelivered
by FRIDAY, the 10th instant, at 5 P.M., will
be landed and stored at Consignee's risk and
expense.

No Fire Insurance will be effected.

E. W. TILDEN,

Agent.

Hongkong, 9th June, 1904.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SEYDLITZ."

of the NORDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 10 A.M.
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 14th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 14th instant, at
9.30 A.M.

All Claims must reach us before the 19th
instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & CO.

Hongkong, 24th June, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	83,000	\$125	\$125	\$10,000,000 \$5,500,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/84 = \$21.994 for half-year ending 31.12.1903	6 1/2 %	\$605 (London 66.10/-)
National Bank of China, Limited	4,433	£10	£8	\$250,000 \$75,533	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$38 buyers
Do. (Founders)	750	£1	£1	\$175,533		None		\$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$784,415 \$900,872 \$900,000	\$1,999,926	\$32 for 1902	5 1/2 %	\$540
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,511,992 \$331,143 \$327,138 none	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$61
North China Insurance Company, Limited	10,000	£15	£5	Tls. 30,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 62 1/2 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$86,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 \$9,000	\$110,551	\$15 for 1902	7 %	\$2 2 sales
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856 \$1,000,000 \$123,875 \$150	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,237,075	\$319,047	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$87
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$633,000 \$149,409 \$149,000	\$41,538	\$1 1/2 for second half-year 1903	10 %	\$30 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£80 £100,000	£5,380	10/- for 1902	5 %	\$118 sellers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	\$1,500,000 \$18,000	Dr. \$63,123	\$5 for 1900		\$16 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$8,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$36 sales
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$500,000 \$60,000	\$1,287	\$1.80 & b. 40 cts for year ending 30.4.04	7 %	\$33
Do.	10,000	\$10	15	\$15,000		\$0.90 & b. 20 cts.	5 %	\$23
Straits Steamship Company, Limited	5,000	\$100	\$100	\$500,000 \$21,775 \$18,000	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	9 1/2 %	\$135 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$20,000,000 £130,153	£19,555	Interim of 1/- (Coupon No. 4) for 1903	3 1/2 %	25/- sellers
Taku Tug and Lighter Company, Limited	30,000	T. £150	T. £150	Tls. 98,000 Tls. 201,614	Tls. 865	Final of Tl. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of { Tls. 2 1/2 making Tls. 4 1/2 Tls. 1 1/2 making Tls. 3 1/2	9 1/2 % 7 1/2 %	Tls. 47 sellers Tls. 46 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	none				
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$168 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$0 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,539,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$400
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£18,100 £4,873	Dr. £7,236	No. 12 of 1/-		\$7 sellers
Chinese Engineering and Mining Company, Ltd.	50,000	£1	£1	£10,000	£6,671	No. 2 of 1/-		Tls. 7 sellers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$8,750	\$25,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$214 sales
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 5,570,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	6 1/2 %	Tls. 156 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$3,700,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$260
Riley Hargreaves & Co., Limited. (Preference)	6,000	\$100	\$100	\$600,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$195 buyers
Do.	2,750	\$100	\$100	\$275,000	\$25,926	\$7 dividend	6 1/2 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$1,200,000	\$25,926	\$10 div. & \$2 1/2 bonus for 1903/4	6 1/2 %	\$207 1/2 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$1,500,000 \$50,889 \$250,000	\$28,015	Final of \$2 1/2 making \$5 for 1903	4 1/2 %	\$109
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 150 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,200	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 190 sellers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$360,000 \$55,500	\$489	\$1 1/2 for 1903	4 1/2 %	\$30
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 Tls. 800,000	\$51,966	Final of \$6 making \$12 for 1903	7 1/2 %	\$177 1/2 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 1/2 %	Tls. 110 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none		Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$36 1/2 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$1,362	Final of 1.70 making \$3 20 for 1903	5 1/2 %	\$58 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$16,771 \$20,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$137
Astor House Hotel, Limited (Tientsin)	2,000	T. £150	T. £150	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 1/2 %	Tls. 150 buyers
Astor House Hotel Company, Limited (Shanghai)	3,000	Tls. 25	Tls. 25	Tls. 75,500	Tls. 16,301	\$2 1/2 for year ended 30.6.03	7 1/2 %	\$35 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 580	\$1.50 for the year ending 31.3.1904	6 1/2 %	Tls. 13 1/2 ex div
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year		Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$1,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2		Tls. 45 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$59,000	\$99,177	90 cents for 1903	7 1/2 %	\$12 1/2
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 30 sellers
International Cotton Manufacturing Company, Ltd.	100,000	Tls. 75	Tls. 75	Tls. 30,998	Tls. 88,034	Interim of 3 % a/c 1898		Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 32 1/2 sellers
Sui Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	Tls. 5,638	Tls. 26,389	4 % for 1897		Tls. 160 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$11,121	Final of 60 cents making \$1 for the year ending 31.7.03	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	10 %	Tls. 60 buyers
Alhambra, Limited	100	\$2.0	\$200	\$1,000	\$57	\$125 for year ending 30.6.1900		\$200
Philippine Company, Limited	67,500	\$10	\$10			First year		\$6 1/2
MISCELLANEOUS.								
Green Island Cement Company, Limited	10,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	1 1/2 %	\$29 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10 sellers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$15,000	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$134 sales
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,042	\$1 for 1903	13 1/2 %	\$7 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$30,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 %	\$70
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$3,453	90 cents for year ending 31.4.1903	6 1/2 %	\$14
Hongkong & China Gas Company, Limited	7,000	£10	£10	£218.5	£7,387	45 cents	6 %	\$7 1/2 buyers
Shanghai Gas Company, Limited	106,666	Tls. 50	Tls. 50	Tls. 100,000 Tls. 106,172	Tls. 7,548	1 div. and 2/- bonus for 1902		Tls. 155 buyers
Shanghai Waterworks Company, Limited	7,100	£20	£20	Tls. 140,000	Tls. 7,369	Final of Tls. 3 1/2 & bonus of Tls. 1 1/2 making Tls. 5 1/4 for 1903	7 1/2 %	Tls. 115 buyers
Tientsin Waterworks Company, Limited	2,000	T. £100	T. £100	Tls. 15,259	Tls. 617	Final of 37/6 making 52/6 for 1903	8 %	Tls. 380 sales
Tientsin Native City Waterworks Company, Ltd.	2,944	Tls. 100	Tls. 100	none	Tls. 433	Final of Tls. 4 making Tls. 16 for 1903	12 1/2 %	T. £140 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Tls. 2 for half year		Tls. 130 sales
Lane, Crawford & Co., Limited (Shanghai)	1,500	\$100	\$100	\$150,000	\$21,582	Final of \$1 1/2 making \$3 1/2 for 1903	12 1/2 %	\$28 1/2 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$500,000	\$8,395	Final of \$7 making \$12 for year end. 29.2.04 \$10 for 1903	7 1/2 %	\$125 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$75,000	\$10,517	\$3.75 for 1903	7 1/2 %	\$48 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,444	Final of \$12 making \$16 for 1903	7 1/2 %	\$125 sales
Straits Ice Company, Limited	2,000	\$100	\$100	\$20,000		\$2 1/2 for second half year 1903	9 1/2 %	\$60 sales
Hongkong High-Level Tramways Company, Ltd.	1,150	\$100	\$100	\$100,100	\$2,283	\$20 for year ending 31.7.1903	7 1/2 %	\$144 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$12,000	\$3,029	\$1 1/2 for year ending 31.7.1903	8 %	\$12
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$590	None		\$5
Bell's Asbestos Eastern Agency, Limited	8,000	£12 1/2	£12 1/2	none		None		\$5 sellers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$14,000	\$119	90 cents for year ended 31.5.1903	8 1/2 %	\$104 buyers
Hongkong Steam Waterboat Company, Limited	100	\$10	\$10	none	\$1,588	\$12.75 for year ended 31.5.1903	12 1/2 %	\$210 buyers
China Light and Power Company, Limited	75,000	\$10	\$10	none	\$3,739	Interim of 50 cents	8 1/2 %	\$164 buyers
William Powell, Limited	11,000	\$10	\$10	none	\$2,757	None		16 buyers
Maatschappij tot Rijzen, Bosc en Landbouwen politair in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669	Tls. 27,187	Interim of 50 cents for 1903/4	9 1/2 %	\$104
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 47,000	Tls. 10,247	First quarterly of Tls. 10 paid 19.3.04	7 1/2 %	Tls. 312 1/2 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	none	Tls. 3,388	Tls. 5 for 1903		Tls. 7 1/2 sales
Central Stores, Limited	60,000	\$15	\$12	\$10,000	\$1,953	Final of Tls. 5 making Tls. 10 for 1903	9 %	Tls. 125 sales
Do. (Founders)	123	\$15	\$12			Final of \$1.20 making \$2.70 for 1903	13 1/2 %	\$21 buyers
Do. (New Issue)	24,000	\$15	\$7 1/2	none		None		\$100 buyers
E. L. Mondon, Limited	17,000	Tls. 50	Tls. 50	none	Tls. 3,505	First year		\$7 1/2 sales
Chita Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	none	Tls. 1,042	Tls. 5 for 1902	12 1/2 %	Tls. 40 sales
Kids Brothers, Limited	100,000	\$100	\$100	\$10,000		Tls. 6 for 1903	9 1/2 %	Tls. 57 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$60,000	\$5,403	\$10 for 1902	7 1/2 %	Tls. 135 buyers
Fraser and Neave, Limited	1,000	\$50	\$50	\$115,500	\$2,706	\$3 dividend & 2/- bonus for half year ended 30.9.1903	10 %	\$51 sellers
Mayer and Company, Limited	1,000	\$10	\$10	none		\$2 for year ended 31.10.1903	8 %	\$17
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,000	\$50	\$50	none		First year		\$20
South China Morning Post, Limited	1,000	\$25	\$25	none		None		\$20